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489 their journeys thus, and many agricultural products are transported in no other fashion from the site of cultivation to the ultimate consumer.
[491] In each of the municípios of the Recôncavo, as in almost all of Brazil, there are extensive areas which are neither on nor near roads. In these areas, but also along the highways and in the cities, men and beasts of burden transport the products of the agricultural economy.
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505 Long distance transportation, formerly dependent on animals, has been changed in the last half century by the introduction of railroads and more recently, automotive vehicles. In a similar fashion, both primitive and relatively modern transport are used on the waters of the Baía de Todos os Santos and of the various estuaries. Most of the agricultural products which cross the Bay are carried on open-decked sailing vessels and canoes, but there are also a number of motor vessels and motorboats which provide relatively effective transport from Salvador to all the cidades on or near tidewater.

492 In the tobacco-manioc region, and in rural Brazil generally, the donkey or the mule is the characteristic beast of burden. On the backs of these animals the bales of tobacco, the sacks of manioc and farinha de mandioca, and the baskets of corn and vegetables are carried to the market. The equipage of the donkey is simple--a halter and a rough crosstree pack saddle with a thick pad of vegetable fiber. In the
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493 sugar cane region the donkey is supplemented and, in most areas, almost
[171] supplanted by the ox cart. The ox cart of Bahia, essentially like the carts used in other Brazilian sugar areas, is built of heavy wood, with a thick wooden bed and tongue, wooden axle, and solid wooden wheels about five-feet in diameter. This high, massive contraption has no bearings, and in dry weather especially it is frequently necessary to repair the wheels and axles. The ox cart is an admirable device for the Cretaceous lowland, for with its high wheels it can carry as much

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492 as a ton of cane through the rain-softened clay. It is pulled, depend-
493 ing upon the load and the condition of the route, by four, six, or eight oxen. It has no brakes, although occasionally a long pole is used as a drag. The cart and the team are managed by two people, a man who rides the cart, goads the wheel oxen, and shouts directions, and a boy who runs in front and turns the lead oxen with a long slender pole. As has been seen, a very large number of oxen are maintained on the sugar cane plantations and the accessory ranches of the area. Donkeys
492 are used in the cane area for lesser tasks, such as carrying seed cane, tools, and subsistence products; both horses and mules are used for riding--usually the plantation foremen ride the patient, slow-moving mules, while the owners and administrators ride the small, agile horses which come from the sertão. In most other parts of the Recôncavo, in the littoral forest and in the dry caatinga, the donkey and mule are the universal beasts of burden.

One município of the Recôncavo--Coração de Maria--has no motor
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[492] roads, and is thus served only by pack animals. The cidades of all the other municípios are on highways of some sort, but usually only a single road passes directly across the município. The back-country
487 of the municípios, which in this sense includes about nine-tenths of the total area, is criss-crossed with a network of trails. Some of these are wide enough for an ox cart, or in very good weather, for a jeep to pass through. Many others are only narrow paths winding through the second growth and passing between cultivated fields.

489 Land transportation between the various parts of the Recôncavo
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438 has less direct agricultural importance than in the United States, since so much of the agricultural produce is consumed within the município
439 in which it is grown. Those agricultural products, such as tobacco
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494 or sugar, which are destined for non-local or external markets are

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497 usually carried by rail or by automotive transport. The operation of
494 the economy of the Recôncavo seems to require a constant movement of merchants, fazendeiros (landowners) and agents between the various cidades, and between the lesser urban centers and Salvador or Feira de Santana.

496 The two railroad systems which serve the Recôncavo and the adjoin-
497 ing areas are both narrow-gauge lines. The most extensive system belongs to the Viação Férrea Federal Leste Brasileiro, called the "Leste." It is part of a larger network which, in theory, connects Rio de Janeiro and the rest of the Central-South with the Northeast as far as Maceió in the state of Alagoas. Within the Recôncavo the main lines of the Leste stretch out from Salvador northward through Alagoinhas and westward through Cachoeira. A branch line of the latter runs to Feira de Santana.

The Estrada de Ferro Nazaré railroad crosses only the corner of the Recôncavo, but it runs for a long distance near the southwestern perimeter. The line begins at Jequié in the coffee zone and terminates at the cidade of Nazaré and at São Roque on the estuary of the Rio
[505] Paraguaçu below Maragogipe. These two terminals are connected to Salvador by motor vessels which attempt to coordinate their schedules with the trains. A rail link between the Nazaré line at Santo Antônio and the Leste at Cruz das Almas has been under construction for some years.

493 Most of the rolling stock of the Leste is archaic, but the
497 Nazaré line has relatively good equipment. The woodburning locomotives used by both railroads are small but are kept in good repair and operate with reasonable efficiency. They are cheap and flexible to operate and, in view of the limited fuel resource of Brazil, seem almost ideal. The Leste has a diesel engine for the passenger train which operates between

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493 Salvador and Feira de Santana, via Santo Amaro and São Gonçalo. The
497 Leste also has a special train of relatively modern type which runs from Salvador to Aracaju in Sergipe. As soon as electric power from the newly constructed dam at Paulo Alfonso on the Rio São Francisco is available, the Leste expects to electrify the line from Salvador through Alagoinhas. One of the best critical shortcomings of both lines is the very poor condition of the roadbed, so that derailments are relatively frequent.

497 Railroad fares are extremely cheap by the standards of the United States, so that for one or two dollars it is possible to travel all the way across the Recôncavo. Although there are many agriculturalists who cannot afford even these fares, rail transportation is within the means of merchants and buyers of the "service segment" of the agricultural population. Freight rates are higher but generally not excessive. However, there are many irregularties in the assessment of freight charges, and service is very slow.

The passenger operations of the Leste give relatively good service to the Central and Northwestern Recôncavo. In other parts of the Recôncavo the desultory passenger service of the Leste is little used.

(494) It is difficult to estimate the exact relative importance of railroads vis à vis trucks as freight carriers, but there is every indication that trucks carry most of the agricultural goods which are transported for long distances over the land. However, the railroads, which are
249 government owned, operate without regard to profit or loss. The main
499 and branch lines of the Leste play an important role in the sugar industry of Santo Amaro and western São Sebastião. The government tracks and the tracks of a number of private lines joined to them are used to haul cane from the plantations to the large usinas. The cane, which is delivered to the railroad line in ox carts, is hauled to the usina

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249 on trains owned by the sugar company. In addition, much of the sugar, rum,
497 and alcohol which is manufactured by the big usinas is transported to Salvador over the lines of the Leste.

493 As has been suggested, automotive transport has come to have great
491 importance in the Recôncavo, despite the lack of good roads, the high cost of vehicles and fuel, and the competition of both boats and trains. No
491 município in the region can be said to have a road network, and usually only the cidades and in a few cases large villas are connected with other parts of the region. The principal road of the region is a dirt highway which connects Salvador with Feira de Santana. Feira is an important transportation center for the Northeast of Brazil, for it is the southern terminus of the Nordestina, the trunk highway which crosses the Sertão. The Nordestina joins the main road to Rio de Janeiro and the road to Salvador at Feira de Santana. A branch from the Salvador-Feira road turns southward and, passing through Cachoeira, São Félix, and Cruz das Almas, connects westward to Castro Alves and southward to the cacao zone. There is also a road from Salvador to Alagoinhas and other cities of the Tertiary zone farther north. A few lesser roads feed into these three main highways--the most important of these is the connection between Santo Amaro and the Feira to Salvador road.

All of the main highways are two-lane dirt roads which are almost always passable but which are extremely rough and are dusty in dry
491 weather and slippery when wet. The quality of the roads is probably
484 best illustrated by the time required to journey across the Recôncavo. The road distance from Salvador to Cruz das Almas is about 125 miles; the time required for a non-stop trip is 6 to 7 hours. It should be added that despite the poor road conditions, traffic moves very fast, and there are many accidents. To a very limited extent it is possible

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249 which it is hauled by railroad or boat to the mill, although sometimes
497 the cane which is carried by boat is weighed at the mill. The rail-
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496 roads which handle the cane, as has been indicated, are owned and
471 operated by the usinas, except that the government right-of-way is
249 used whenever these tracks pass close to the plantations. One of the usinas is new and a few of the older mills have some new equipment, but the general level of technology is considerably below that of Pernambuco or São Paulo and the mills are somewhat smaller. The usinas grind the cane, extract the juices, and refine the sugar by means of vacuum pans and centrifuges. The more modern usinas produce a high quality sugar, but in general the product is coarse and not a pure white.
274 The by-products of the large usinas and part or all of the cane juice
385 of some of the usinas and engenhos is converted into rum or commercial
262 alcohol. The sugar, rum, and alcohol from the sugar industry of the
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438 Recôncavo are consumed primarily within the Recôncavo and the adjoining
439 regions of Bahia. About one-tenth of the production of sugar is
382 exported, chiefly to Rio de Janeiro. The commercial alcohol usually
385 is mixed with gasoline in the bulk plants in Salvador to provide fuel
654 for automotive transport. By law a specified amount of commercial alcohol must be mixed with gasoline--this is designed to subsidize the sugar industry.

249 There are twenty usinas in the Recôncavo, and these produced
471 an estimated 80 per cent of the total sugar of the state of Bahia in
433 1948. The three largest of these are owned by a single sugar company, which also owns the associated plantations, transportation equipment, and cattle fazendas. This company plays an important role in the
249 marketing of sugar from its own usinas and from other companies. The
471 concentration of the cultivation of sugar cane and of the production
178 of sugar in the hands of this single enterprise is a symptom of the

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of livestock, which had a value greater than sugar cane but less than manioc.

Agricultural activities within the Recôncavo are localized in several distinct sub-regions, each with a specialized system of cultivation and each with either one or two principal crops. The primary agricultural subdivisions of the region are: (1) the sugar cane monocultural sub-region; and (2) the tobacco-manioc sub-region.

249 Sugar cane is grown as the exclusive crop in its major area of production--the pocket of coastal plain north of the Baía de Todos os Santos. Cane is generally cultivated under a four-year monoculture and one-year fallow system on large properties employing large quantities of hand labor and using oxen to draw plows and carts. Neither fertilizer [407] nor agricultural machinery is used to any appreciable extent. Most of [492] the animals used as labor in the production of sugar cane are brought [231] into the area from the sertão, and little livestock breeding is found [233] in this area. The processing of sugar cane is in the hands of a small [471] number of medium-sized usinas. The companies which own these usinas [178] are gradually buying up the plantations so that to an increasing extent the mills directly control the production of sugar cane. Most of the [497] cane is brought to the usinas by railroad, although sailing boats are [489] used for this purpose along tidewater. Most of the sugar produced in [505] the Recôncavo is consumed within the state of Bahia, but small quantities [438] [439] are shipped to other parts of Brazil. Both the aristocratic upper class [565] and the rising non-aristocratic business interests of the Recôncavo are [471] [472] involved in the ownership and administration of the sugar industry. The [464] permanent labor force is supplied from the settlements of the sugar cane [178] plantations and the mills, but the rural population and the labor force of the sugar area are declining. Seasonal labor for the harvest comes from the interior sertão of Bahia.

2: Hutchinson E-4,5 (1950-1951) 1987 SO11 Bahia Brazilian SO11
VILA RECÔNCAVO

occupation of the poor people, who sell them after drying in the city of Salvador. . . .[9]

In 1837 Centro officially became a city, and for another hundred years it was the major commercial point of the sugar-Recôncavo. Gradually, however, it fell into the same pattern of decline which continues today in so much of the Recôncavo. In the 1900's a railroad was constructed from Salvador to Feira de Santana; it passed well back of Vila Recôncavo, missing it so far as to be of no aid whatsoever. Although it passed through Centro, the terminal point, Feira, became more important commercially to the state and became the new gateway to the north, west, and south of the state and of the nation. Although Centro is now a large town with a population of some ten thousand people and a weekly market which attracts people from the countryside and the neighboring towns, this is not enough to sustain it. Its port is now comparatively little used for the export of sugar, which in most cases goes directly to Salvador by train from the factories.

The immediate cause for the decay of the town of Vila Recôncavo, and to a great extent that of Centro and of so many other older towns, was the loss of functions after the period of frontier growth. Those towns which had been religious centers lost this function. Military posts were no longer needed, and administrative activities became more restricted as the counties were cut down in size and as the state and federal governments took over more functions, such as schools and health programs. Railroads and trucks have lately reduced the importance of the port towns. The rural towns no longer interest the wealthy rural aristocracy who always dominated and supported them. More rapid transportation has made it possible for this class to move about from plantation or factory to the town or the city and back in one day instead of three, thus removing the need for a town house in which to spend the night. Better transportation has also made it possible for the other classes to go to Salvador easily for shopping, medical purposes, festivals, and visiting. Thus Salvador, because of its nearness and the relative ease of transportation, has taken on many of the functions of the rural

9. Ibid., Letter XIII, p. 501 (author's translation).